

REMARKS/ARGUMENTS

In response to the objections to the drawings, reference numeral (5) has been deleted, and the limitations "bar", "cylindrical gear" and "cylindrical gear pair" have been deleted from the claims. The specification has been amended at paragraph 19 to specify that basic transmission unit 25 may consist of a hydrodynamic and a mechanical transmission component.

The abstract has been revised to comply with MPEP §608.01(b). Furthermore, headings have been inserted into the specification where appropriate.

The claims have been amended to overcome the formality objections and the rejections under 35 U.S.C. §112. It is believed that the claims are now in proper form.

It is submitted that Claims 1-4, 7, 10, 11, 12 and 14-20 are not anticipated by Eichinger '262. This reference relates to a driving system for railway vehicles utilizing a high speed motor the output shaft of which is arranged generally parallel to the direction of movement of the vehicle. A gearing system is provided for connecting the motor to the driven axle such that only a minimum of unsprung mass is present. In the embodiments according to Figs. 2-8, the coupling between a normal gear unit with the axle gear is illustrated. Both the normal gear unit and the axle gear unit are arranged behind one another. The connection between the axle gear unit and the gear or the axle gear with the reduction gear is made by means of a rotationally fixed connection between one end of the shaft and the transmission element of the basic transmission unit, which constitutes the output of the basic transmission unit. The other end of the shaft is connected to the first bevel gear of the angular drive. The shaft is supported by a bearing arrangement in the casing. Thus, there is no location of the basic transmission unit and the axle gear in immediate proximity to each other.

Claim 1 as presently amended calls for the first bevel gear of the angular drive and the transmission element of the basic transmission unit, which constitutes the output of the basic transmission unit, to have a direct and solid connection without a separate connecting shaft and to be located in immediate proximity to each other. Furthermore, Claim 1 calls for the solid connection to consist essentially of complementary driving elements, which may be brought to bear upon each other, on the transmission element functioning as the output of the basic unit and the first bevel gear. The claimed

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arrangement is not disclosed in Eichinger '262, which provides the connection between the transmission basic unit and the first bevel gear by means of an intervening shaft.

The claimed arrangement of the solid connection between the first bevel gear and the transmission element of the basic transmission unit accomplished without a connecting shaft such that the first bevel gear and transmission unit are located in immediate proximity to each other enables the rotationally solid connection to be achieved without any additional fastening means and, if desired, by simply linking the housing of the angular drive where the first bevel gear is supported and the housing of the basic transmission. This type of connection of the angular drive to the transmission basic unit results in a very compact assembly that can be positioned in a small space and has a positive influence on the total length of the transmission unit.

The secondary reference, Chen et al '918, fails to disclose the claimed structure missing from Eichinger '262. Accordingly, it is submitted that none of the claims is either anticipated nor rendered obvious by the prior art of record.

It is requested that the Examiner withdraw the rejections and objections set forth in the Office Action and pass the application to issue. However, if further issues remain

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or if it will be helpful in expediting prosecution of the application, the Examiner is invited to telephone the undersigned at 260-460-1692.

Respectfully submitted,

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JOHN F. HOFFMAN, REG. NO. 26,280

Name of Registered Representative

Signature

January 9, 2004

Date